

EXHIBIT Q

Yamaha Snowmobiles. Leading-Edge Technology. Cutting-Edge Performance.

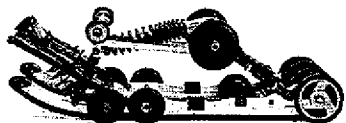
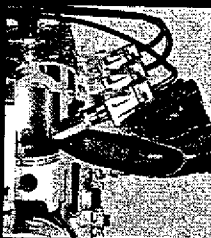
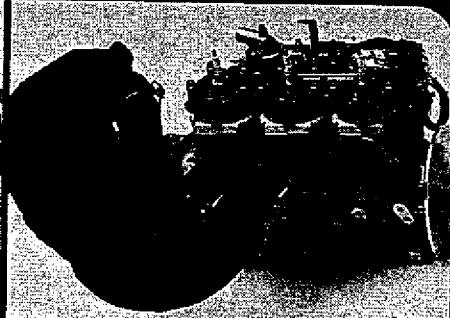
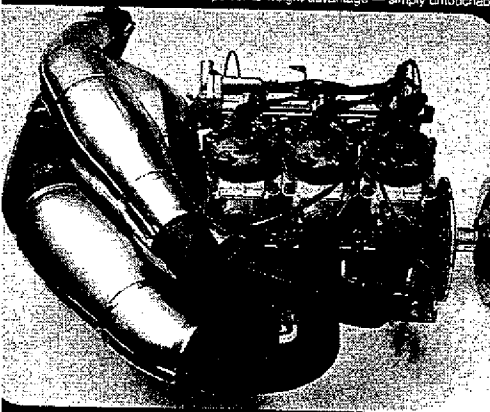
The heart of the beast. Performance doesn't get any higher than the SRX's ferociously potent triple-cylinder powerplant, which propels the fastest 700cc sleds in the industry. This year we've added more muscle here and shaved a few pounds there to make this sled — already boasting the industry's greatest power-to-weight advantage — simply untouchable.

Advantage Yamaha. Not only do our triple-cylinder, single-pipe engines sport broader powerbands, crisper throttle response, better fuel economy and greater durability than their two-cylinder rivals, but they actually weigh in lighter than what some competitors call their "lightweight twins."

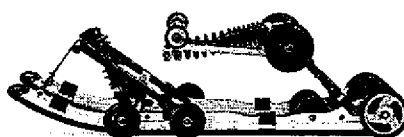
Take a good long look. The SRX 700 has the industry's only electronically controlled (and self-cleaning) power valves, which adjust exhaust port timing to deliver the legendary heart-pounding power and light-throated throttle response for which this model is legendary.

Raising the performance bar even higher this year, we've added an all-new throttle position sensor to the SRX powerplant for even sharper throttle response from idle on up to wide open. Fuel delivery and ignition timing is optimized as well for ultimate engine efficiency.

Another Team Blue exclusive: up-heated Mikuni™ TM fast carburetors. Found on all of liquid-cooled models, this tri- and very convenient — feature provides optimum throttle response and fuel-air delivery.



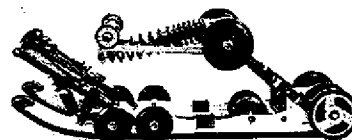
The SRX 700's ProAction SRX rear suspension is rigged for serious acceleration and top speed, and flat-as-Kansas cornering. This skid frame delivers 8" of true, usable travel while keeping the center of gravity low for outstanding high-speed handling.



Deep-snow and hill-climbing prowess is what the new Mountain Max is all about, and its long-track ProAction Mountain rear suspension is suited to the task with 11.5" of usable travel, Easy-Adjust spring/damping rate capability and a new-for-2000 gradual track approach angle. Translation: Mountain sled performance and ride quality doesn't get any better.



As fitting its mogul-pounding, rough-trail-taming job description, the all-new SX^R skid frame, calibrated for aggressive drivers, now boasts 11.5" of rear-end travel (up 3.5" from its Vmax SX predecessor) while retaining class-leading handling at speed. The ProAction SX^R set-up gets quick spring and damping rate adjustability this year, too, with the same Easy-Adjust feature first used on the SRX.

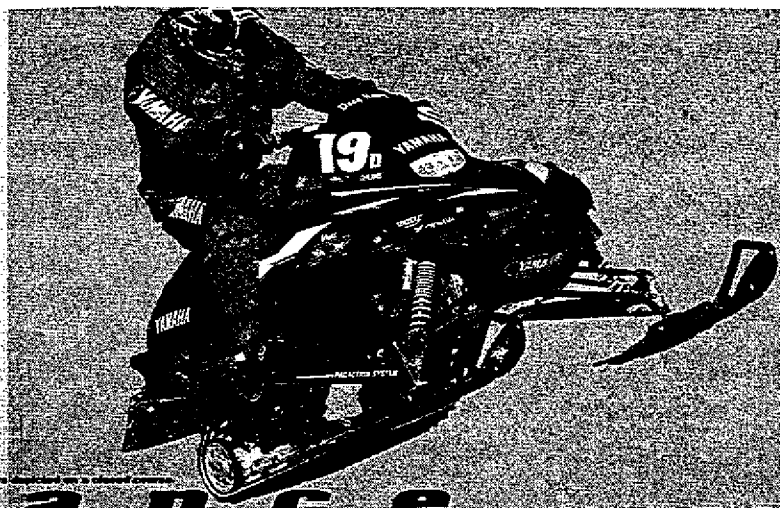
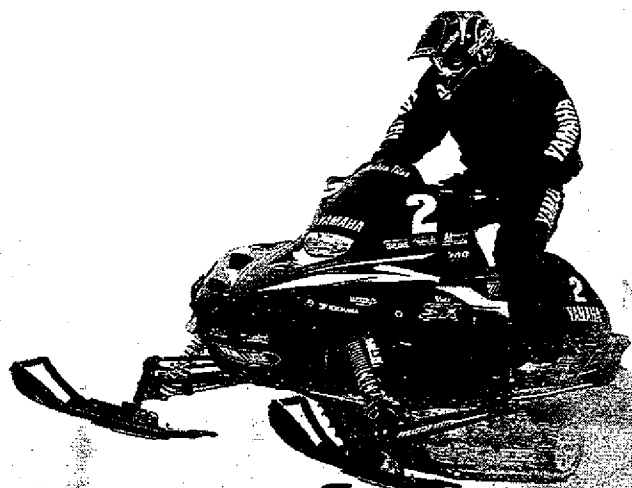


The ProAction Plus rear suspension provides the "super-plush, long-travel ride that can still zig and zag with the best of them when the need calls and the trail gets twisty. Equipped with 11.5" of usable travel like its SX^R sibling, this balanced set-up delivers an incredibly smooth ride with precise, predictable handling.



Built with stand-setting engine and design, Yamaha snowmobiles are an industry benchmark for the high quality machinery, which is why we offer an exclusive 3-year warranty (1-year factory limited warranty, 2 years Yamaha Extended Service on every one of our liquid-cooled models. Superior performance. Unbeatable durability. And added value with the industry's finest warranty. Talk about your complete package.

S U S P E N S I O N



PERFORMANCE IN A RANGE

Some call it snowcross. We like to think of it as field research. The Yamaha Factory Racing effort is an invaluable tool for winging every ounce of performance out of our sleds. The results? Have a ride on a production model and see for yourself.

The 3-to-2 fan-on. Our triple-cylinder engines consistently outperform the competition's twins, boasting broader powerbands and crisper throttle response throughout the rpm range. How do we know? By going head-to-head on the track, like here in the Pro Open snowcross wars.

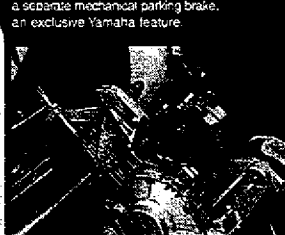
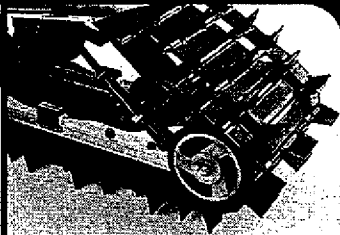
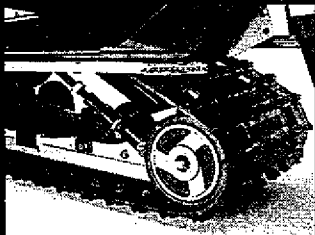
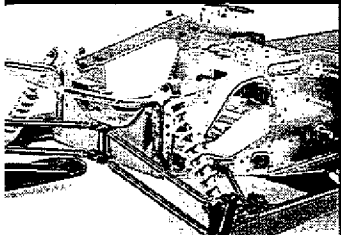
Yamaha's exclusive ProAction System chases rewrote the book on snowmobile handling. Lightweight and super-strong, the all-aluminum unit features a one-piece, weldless bulkhead subframe and up to twice the torsional rigidity of competitive designs for unparalleled precision and cornering performance.

The same high-profile 0.92" lug track design from our SRX 700 has found its way onto the SX^R Vmax, Deluxe and Vmax series this year. Which means you'll be able to stick your sled even deeper into corners and carry more speed out of them thanks to the new track's unbelievable traction.

Looking for peak performance? Then get ready to set a few high marks with the Mountain Max's all-new Deep Snow Special track — a Bigfoot-like 141" with 2" lugs! Deep-snow traction and mountain-tackling traction are second to none.

The best binder in the business. Yamaha's industry-leading hydraulic disc brake system provides ultra-smooth, progressive feel requiring just single-finger effort for exceptional handling while scrubbing speed in the corners. The system also features a lockable mechanical parking brake, an exclusive Yamaha feature.

Long travel. The all-new SX^R series is a mogul-pounder's ultimate weapon, with advanced trailing arm independent front suspension delivering 9" of travel and class-leading handling and control on the roughest of trails. Note the all-new rocker skis and wide 42" ski stance.

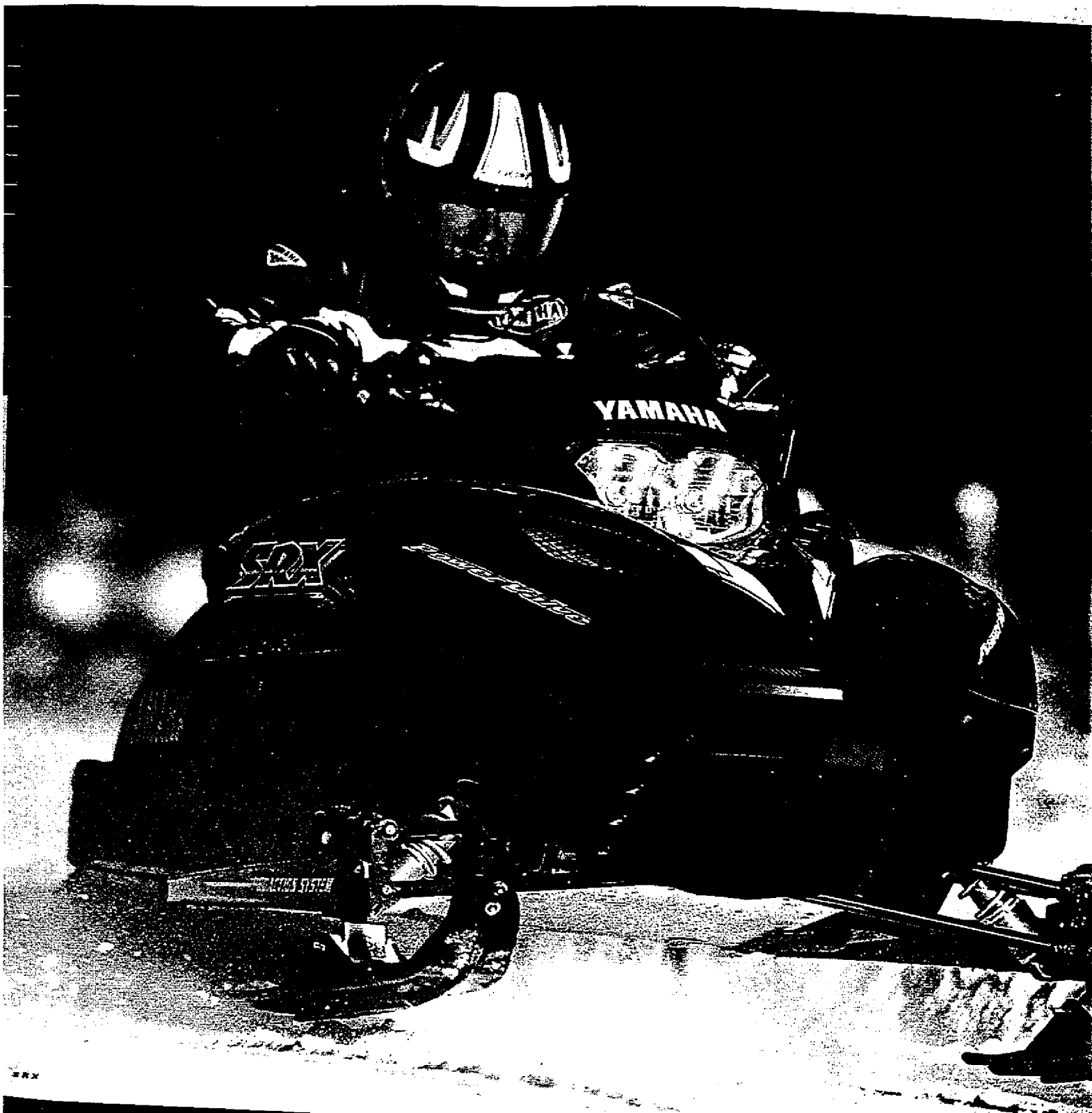


Yamaha welcomes you to the new millennium with the greatest line-up of snowmobiles ever. But then, we've been hard at work since 1968 — that's right, Yamaha has been building the world's finest-engineered snowmobiles for 32 years — bringing you the most advanced performance and comfort features found in snowmobiling. It's no secret: We take our snowmobile development as passionately as you take your riding, and in the last half-decade alone we've redefined the meaning of cutting-edge performance with our revolutionary innovation and technology. First came our ProAction Plus long-travel rear suspension, forever redefining what superior ride quality was all about. A year later saw the lightweight, super-strong ProAction System chassis that has since set the standard for torsional rigidity. Next we introduced the SRX, a triple-triple machine whose class-conquering power-to-weight superiority is as dominant on the grass drag circuit as its handling manners are razor-sharp out on the trail. And just last year, we retooled the venerable Phazer to place it atop the industry as the performance and comfort leader in the fan-cooled class. • We know how serious you are about snow-



mobiling, and whether you're streaking across lakes, taming ungroomed trails, high marking, or touring far and wide, we've got the best machine for you. And now, for 2000, we continue to hone our entire line to stay, as always, a mogul or two ahead of the competition. First, we've shaved weight and added — yes, boosted! — power to the almighty SRX 700 to turn an already super-potent sled into an untouchable one. Next, the trail performance machine once known as the Vmax SX family is wearing a new name this year, and it sounds like this: SX 700^R, SX 600^R and SX 500^R. Like the sound of that? Well, you'll like it even more once you throw a leg over this completely redesigned, mogul-munching sled that boasts new long-travel suspension calibrated for aggressive drivers, a high-profile 0.92" track and lightweight rocker skis. We've also added a brand-new, extra-long 141" track with 2" lugs and a slew of other mountain goodies to our Mountain Max 700 and 600 models for outstanding hill-climbing and deep-snow performance.

- Greater performance. Greater comfort. Greater quality and value. And always greater fun. Looks like it's going to be one seriously happy new year.





SRX

Mind-boggling, heart-pounding acceleration. Blistering top speed. Razor-edge cornering. Nowhere else in the industry do horsepower and handling come together so perfectly than on the SRX 700". Maybe Snoeuer Magazine confirmed SRX appeal best by hailing it as "the best accelerating triple around, hands down."* Think of the SRX as part top fuel dragster, part ground-hugging Formula 1 racer. And now this year we've not only increased the ponies, but shed some poundage as well. Which means the lightest sled in its class just got lighter still. No wonder the competition can't keep up. With its extra boost and crackling-fast throttle response now gushing lighter weight, the SRX boasts a class-leading power-to-weight advantage delivering both quicker acceleration *and* nimbler handling. • Surprised? Well, don't be. This is the same sled that's dominated the grass drag ranks for the last two years. Advanced, industry-exclusive engineering runs throughout the SRX spec sheet: electronic power exhaust valves, liquid-heated flat-slide carbs, a lightweight, ultra-rigid ProAction System chassis that minimizes chassis flex so that all that SRX power can be fully tapped without sacrificing an ounce of its on-rails cornering ability. And for comfort's sake, the industry's best high-pressure, rebuildable, aluminum-body gas shocks, an exclusive adjustable brake lever and the industry's top handwarmers. An all-new dual headlight set-up this year affords excellent nighttime illumination, and when coupled with the SRX's reflective graphics and racing blue-and-white bodywork, a seriously aggressive-looking package as well. • Whether it's across a lake or down a twisty trail, if it's muscle *and* finesse you seek in a high-performance sled, then look no further than the SRX 700.

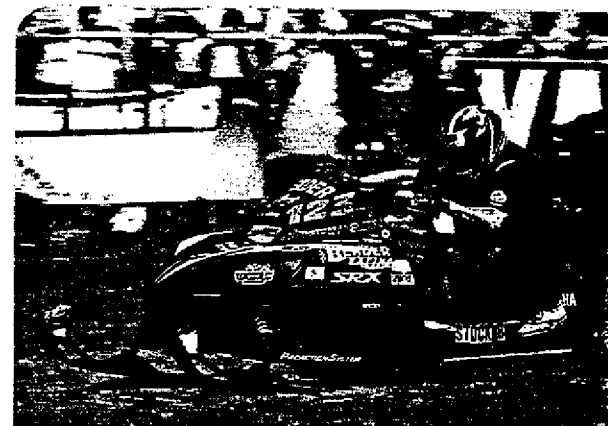
*March '88

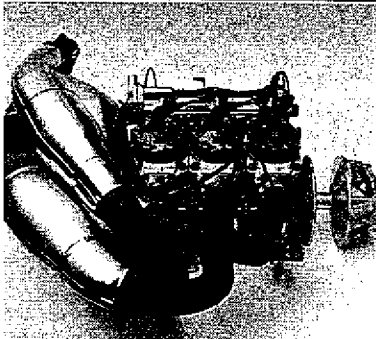
Yamaha sleds dominated the 1986-89 Grass Drag season, leaving much of the competition eating dirt at the line.

Here a Stock Class competitor demonstrates the secret formula for success aboard an SRX 700:

unmatched power-to-weight + superior hookup = 1.

Professional driver depicted on a closed course.

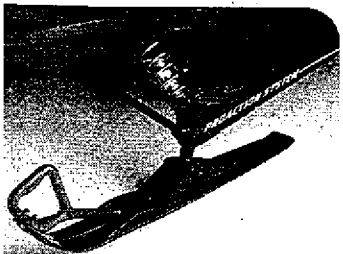




he thrust starts here with engine tech so advanced you'd think NASA engineered it. Forged, powder metal pistons and electronic power valves churning out pure, unadorned triple-triple power. Chest-flattening acceleration and a power-to-weight advantage that leaves other muscle sleds come-lately on the trailer.



The SRX's new dual headlight design is driven by a higher-output magneto for greater nighttime and low-light visibility.



With 7" of controlled travel and adjustable spring preload, our advanced independent front suspension, equipped with rebuildable, aluminum-bodied high-pressure gas shocks, lets bumps for breakfast while staying flat through corners. Skis are plastic to keep weight down, while long trailing arms minimize bump steer.



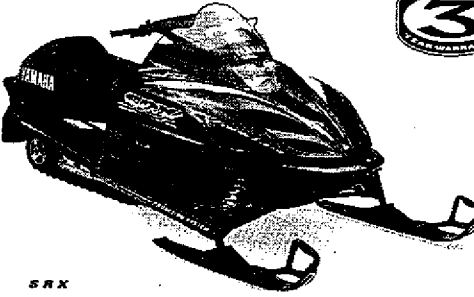
exclusive features competitive advantages

SRX

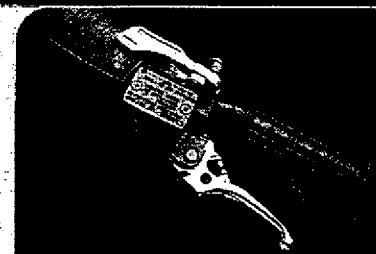
The hyperfast sled that SnowGoer Magazine called "the most appealing triple-triple on the market**" bursts into the new millennium more powerful and lighter than ever!

- Increased horsepower and shaved weight (up to 26 lbs. lighter than the competition!) boosts the SRX's already class-leading power-to-weight advantage for greater top-end speed and acceleration, and nimbler handling.
- Industry's only electronic, self-cleaning exhaust power valve system delivers seamless power throughout the rev range.
- All-new throttle position sensor further sharpens SRX's legendary throttle response.
- Newly recalibrated clutch means quicker acceleration and enhanced performance.
- Exclusive Easy-Adjust rear suspension lets driver tweak both spring and damping rates to custom-fit driving style and/or driver size.
- New-for-2000 rear suspension layout and calibration delivers outstanding weight transfer, resulting in increased acceleration.
- Industry-exclusive liquid-heated flat-slide carburetors provide consistent performance and better fuel economy by eliminating carburetor jet icing.
- Ultra-lightweight ProAction™ System chassis boasts up to twice the torsional rigidity of competitive designs providing razor-sharp handling at speed.
- Premium, rebuildable aluminum-body KYB gas shocks with multi-rate springs deliver precision handling with longer life.
- Brand-new dual headlight design powered by higher-output magneto fires up nighttime visibility.
- Progressive, one-finger hydraulic brake features the industry's only adjustable lever.
- Class-leading high-profile 0.92" track hooks up instantly for superior acceleration.
- Standard tunnel protectors and front heat exchanger guard.
- Industry's only 3-year warranty.

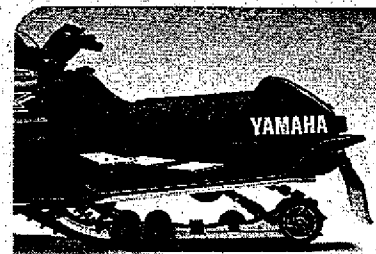
*August '98



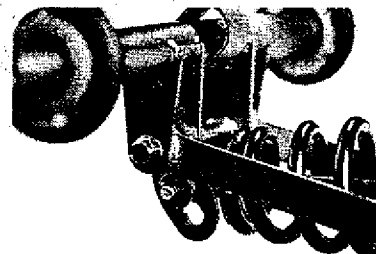
SRX



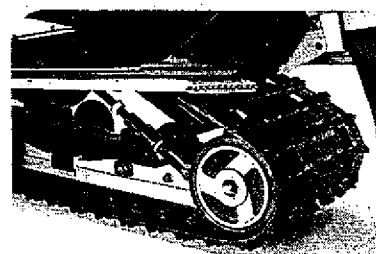
Stopping power can be custom-fit in seconds with our industry-exclusive adjustable brake lever. The separate mechanical parking brake is also the only one of its kind.



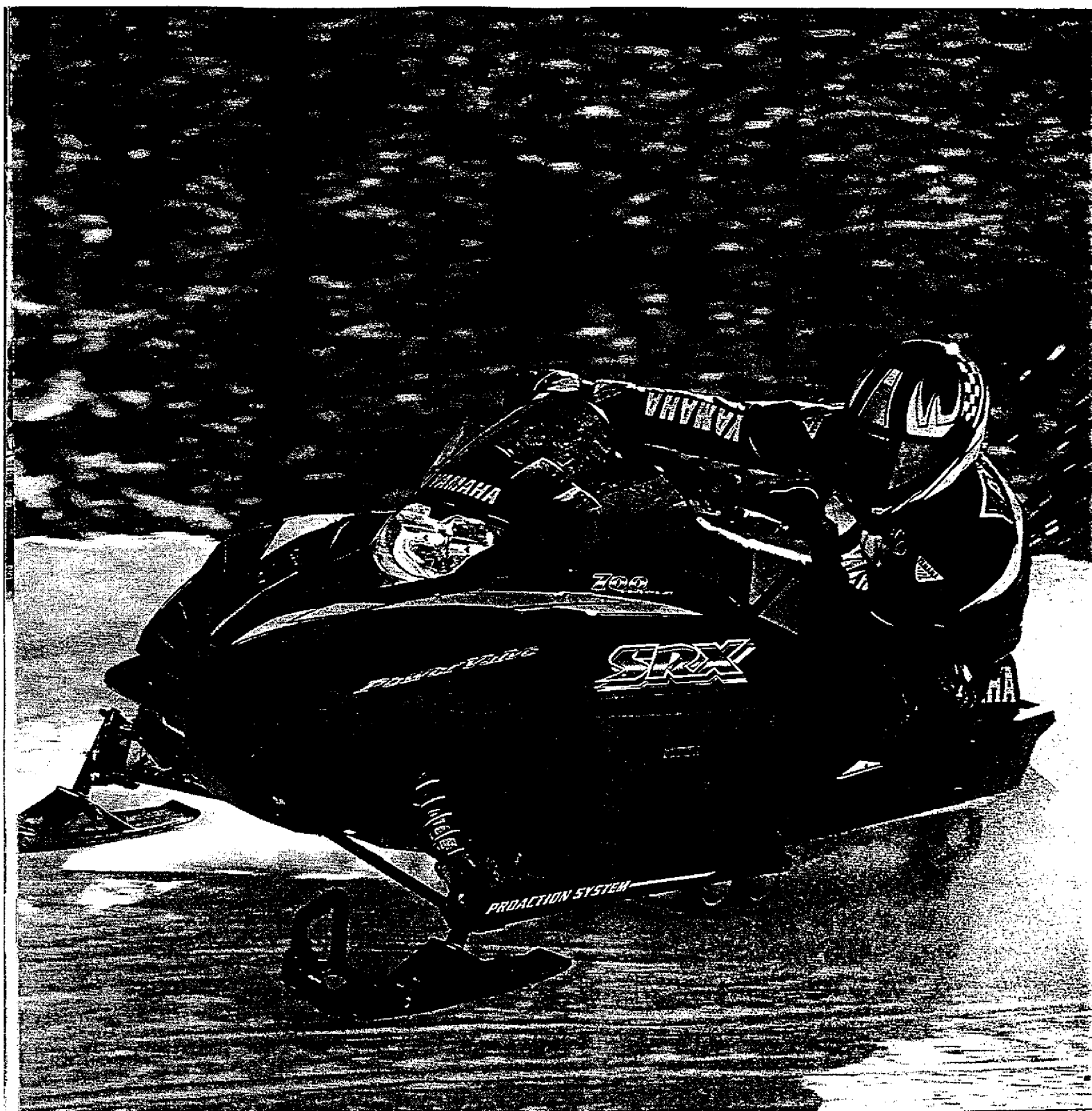
Sleek, yet comfortable, the SRX's long, plush racing seat comes with racing pads and can handle virtually any size rider. Suspension is handled by rebuildable, aluminum-bodied, high-pressure gas shocks. And should you decide to stud your track, tunnel protectors and a front heat exchanger guard come standard.



Three-way adjustability (soft, medium, or firm) is a breeze with our exclusive Easy-Adjust system. In minutes you can adjust the shock damping/spring function to your desired setting.



The SRX's high-profile 0.92" track really hooks up for class-leading acceleration and razor-sharp handling. Internal changes and stiffer rubber compound deliver extra durability, better heat resistance and lighter weight than competitive models.





S H O W M O D E L S

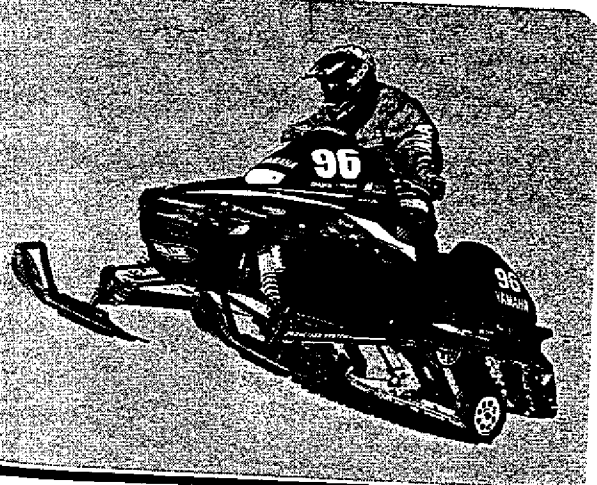




SX 700 R / 600 R / 500 R

SnowTech Magazine said just last year that it would be "hard to eclipse the Vmax [SX] no matter what anybody tries to do better."* Well, we've never been just anybody, and the truth is, we *have* done better by turning the SX into the SX R™, a mogul-eating monster with all-new long-travel suspension front (9") and rear (11.5") to go with a ProAction System chassis that boasts up to twice the torsional rigidity of competitive designs. • Go ahead, choose your sled: the SX 700 R and SX 600 R triples, or the SX 500 R twin. In the end, the results will be the same. You'll be reeling around less-than-perfectly groomed trails and thrashing your way through the big bumps as your buddies try to keep up, and it won't take long before they start asking themselves why they didn't buy an SX R, too. • The new-for-2000 redesign goes far beyond merely bumping up the travel, however. Suspension components have been calibrated to deliver exceptional handling and pitch control in big bumps, and thus greater driver confidence. An all-new, high-profile 0.82" track hooks up instantly for outstanding acceleration and agile handling. Wide handlebars, all-new lightweight rocker skis, and a repositioned footrest angle all add up to greater machine sensitivity to driver input. • But then, these are all cutting-edge features you've come to expect on a sled bearing the Yamaha badge. And when it comes to reining in the moguls and keeping big bumps under control, there's a new sheriff in town, and he goes by the name SX R.

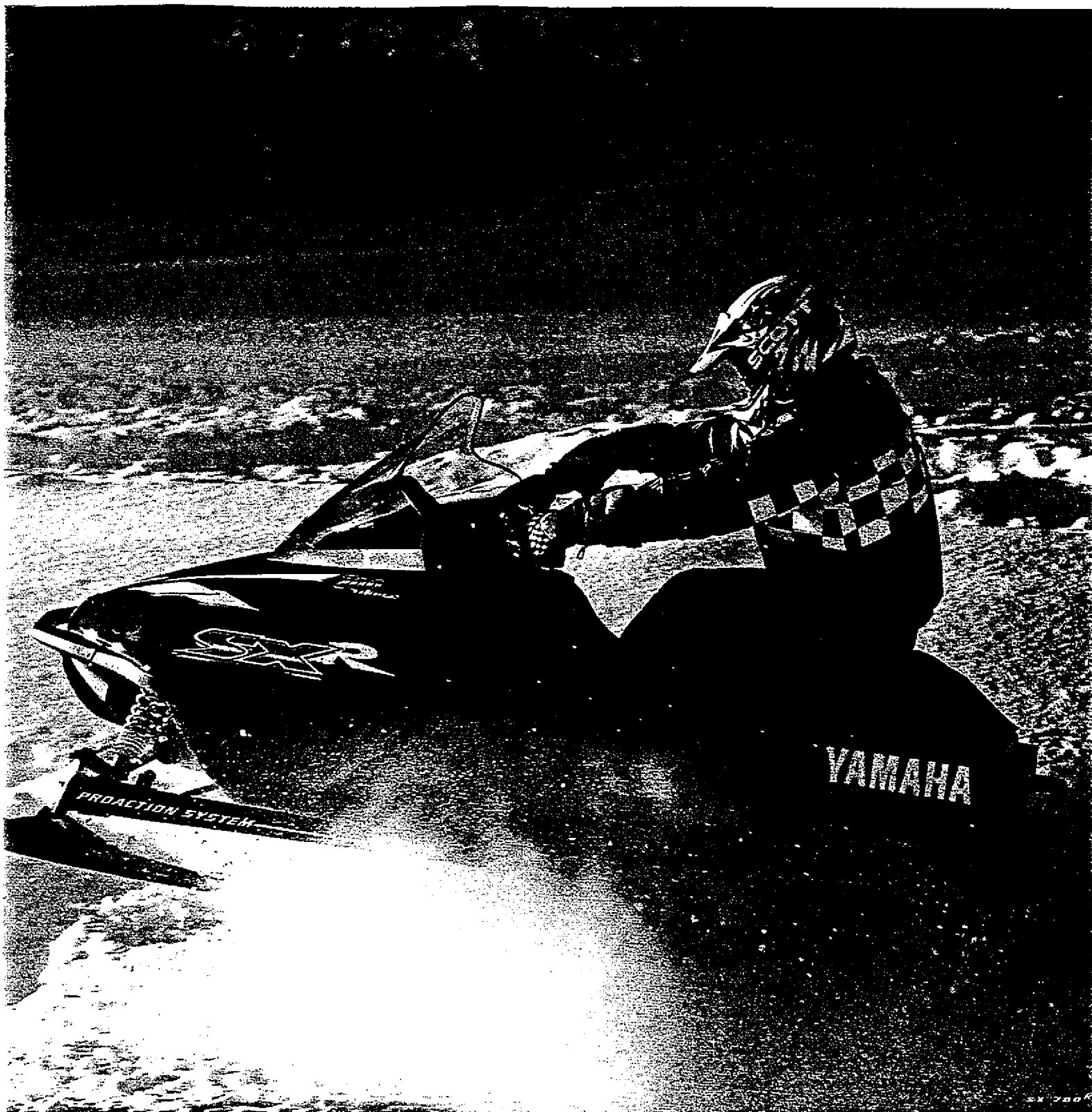
*April '99

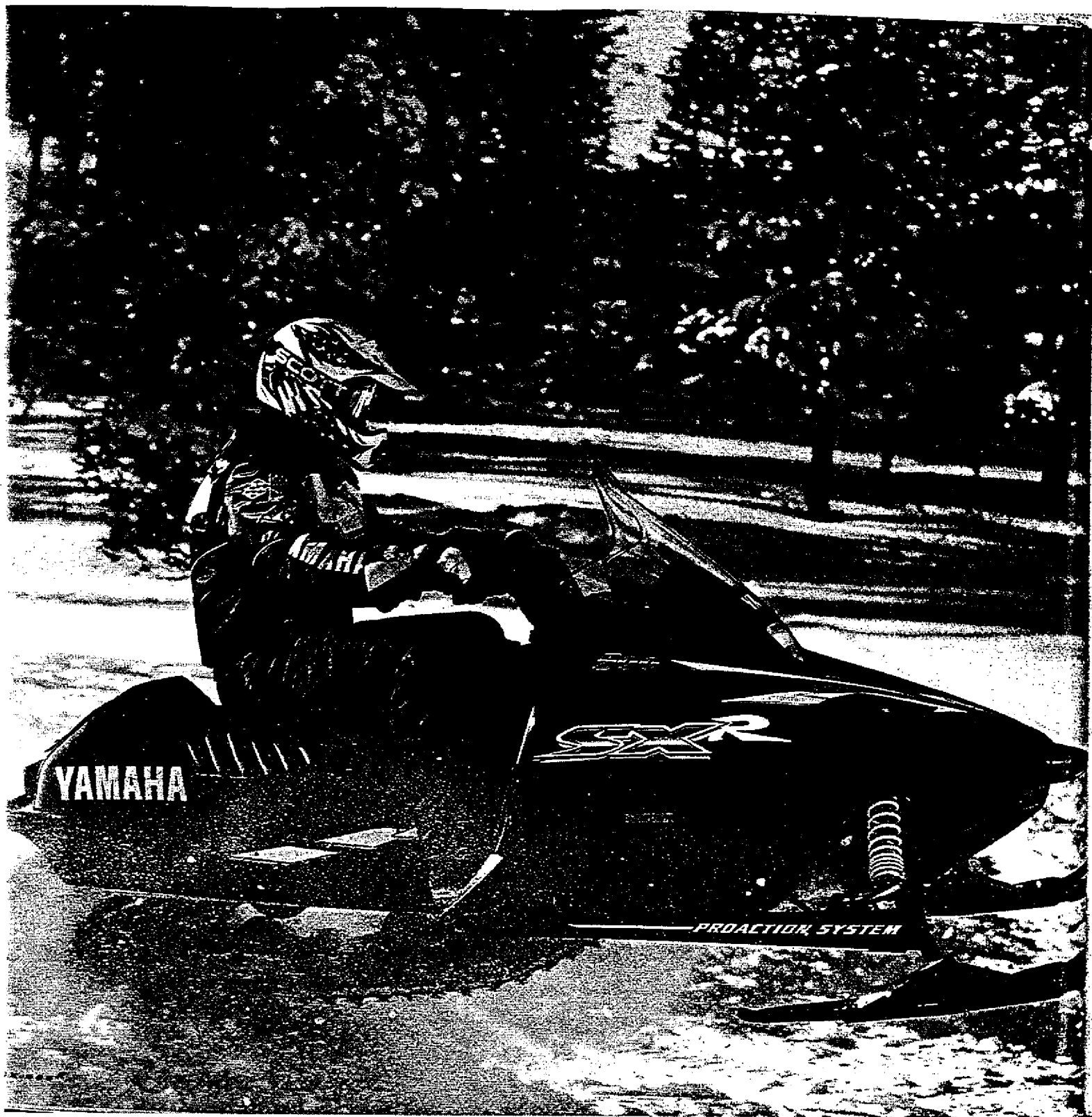


A Team Yamaha driver puts his machine through the paces in Pro Open snowcross competition.

Lessons learned from racing have been engineered into the new SX R's.

Professional driver depicted on a closed course.



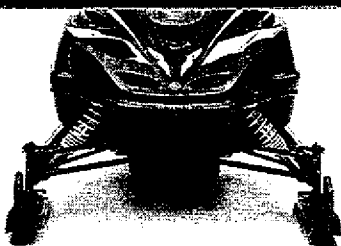




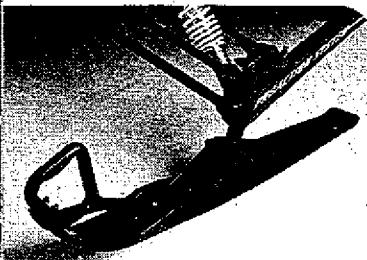
**exclusive features
competitive advantages**

SX 700 R / 600 R / 500 R

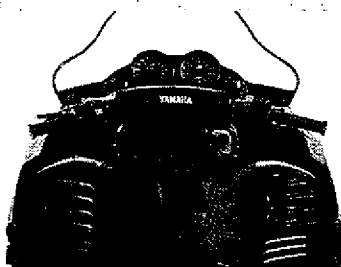
The totally redesigned SX^R salutes the new season with new long-travel suspension (9" front, 11.5" rear!) for handling the moguls like never before. • New-spec valving and dual-rate springs deliver class-leading, big-bump handling for the aggressive driver. • Newly calibrated suspension boasts superior pitch control and improved weight transfer making for outstanding acceleration. • All-new rocker skis fine-tune handling with light steering. • Lightweight triple- (700/600) and twin-cylinder (500), single-pipe powerplants with superior throttle response and exceptional fuel efficiency. • The triple-cylinder SX^Rs boast broader powerbands, greater fuel efficiency — and in some cases lighter weight — than competitive single-pipe twins. • Yamaha-exclusive liquid-heated flat-slide carbs prevent carburetor jet icing to keep throttle response consistently crisp. • Lightweight, ultra-rigid aluminum ProAction™ System chassis minimizes chassis flexing for optimal sled control, consistently superior handling and flat cornering, and thus boosts driver confidence over moguls and trails. • New high-profile 0.92" track delivers outstanding traction for optimal acceleration. • Premium, rebuildable, aluminum-body KYB long-travel gas shocks. • All-new single-point, Easy-Adjust rear suspension lets driver dial in shock damping and spring rates to individual driving style. • Wide handlebars lighten steering effort, while new footrest angle provides enhanced driver movement and better sled response to driver input. • Brand-new mid-height windshield for excellent wind and weather protection. • Industry's only 3-year warranty.



Want to pound some moguls? Then get ready to rock with the SX^R's all-new long-travel front end. We're talking rebuildable, aluminum-body KYB gas shocks with multi-rate springs and 9" of travel to soak up the big ones. Note the new wide 42" ski stance. Rough trails have just met their maker.



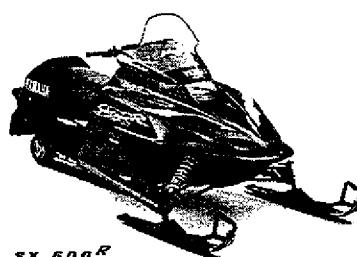
The SX^R's extra-light, plastic rocker skis are also new this year, minimizing steering effort and delivering precise handling.



Perfectly balanced convenience and comfort would best describe the SX^R cockpit. Huge-diameter gauges make checking the dials at trail speeds quick and effortless, while ergonomically designed handlebars (now 2" wider) and levers enhance driver performance and minimize fatigue.



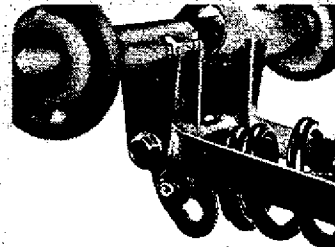
SX 700 R



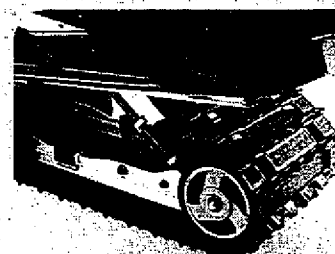
SX 600 R



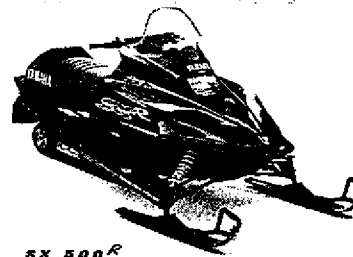
Like its new front end, the SX^R's stem also gets new long-travel (11.5") suspension, boasting rebuildable, aluminum-body KYB shocks rigged with dual-rate springs. The new dampers have been calibrated to suit aggressive drivers and deliver outstar pitch control and enhanced weight transfer, all of which add to unbelievable big-bump handling and acceleration.



Need to tweak the rear and a bit for your riding style or weight? No problem with Yamaha's exclusive single-point Easy-Adjust suspension setup. By loosening one nut, a turning a tool, you can dial in desired spring and damp rates in minutes.



Yep, that's the same lightweight high-profile track design found on our super-fast SRX 700. Armed with 0.92" lug, the SX^R hooks up and doesn't let go for serious acceleration and traction-packed handling when things get twisty.



SX 500 R



MOUNTAIN MAX 700



MOUNTAIN MAX 700/600

PHAZER MOUNTAIN LITE

The philosophy behind mountain riding is a pretty simple one, really. He who gets highest on the hill wins. Which is why when it comes to setting the high-mark and earning king-of-the-hill bragging rights, serious mountain drivers turn to the all-new Mountain Max 700 or 600°. And this year the 600 has picked up a third cylinder, so now it joins its 700 sibling with a broader powerband and better throttle response than what the competition's twins have to offer. Now drop all that muscle into the legendary ProAction System chassis, with its rigid aluminum frame that provides unmatched deep snow and side-hilling maneuverability, and you're looking at a mountain advantage second to none. Even better news is that all that high-marking power is now hooked up to the new Deep Snow Special 141" track with 2" lugs for superior traction and unbeatable deep-snow flotation. Also new are key mountain features like higher handlebars complete with mountain strap providing increased leverage, and flatter footrests and increased running board traction allowing for freer driver movement when side-hilling or climbing. • The Phazer Mountain Lite° has been completely retooled with the super-stiff ProAction System chassis, long-travel ProAction Plus° rear suspension and a 136" track with 1.5" lugs. Nowhere on the mountain will you find a lighter, more agile mountain sled, and with its potent, dependable fan-cooled 500cc twin and deliciously low price, you'll be hard-pressed to find a more powerful value, either. • The Mountain Max 700, 600 and Phazer Mountain Lite. Three high-performance sleds that prove there ain't no mountain high enough.

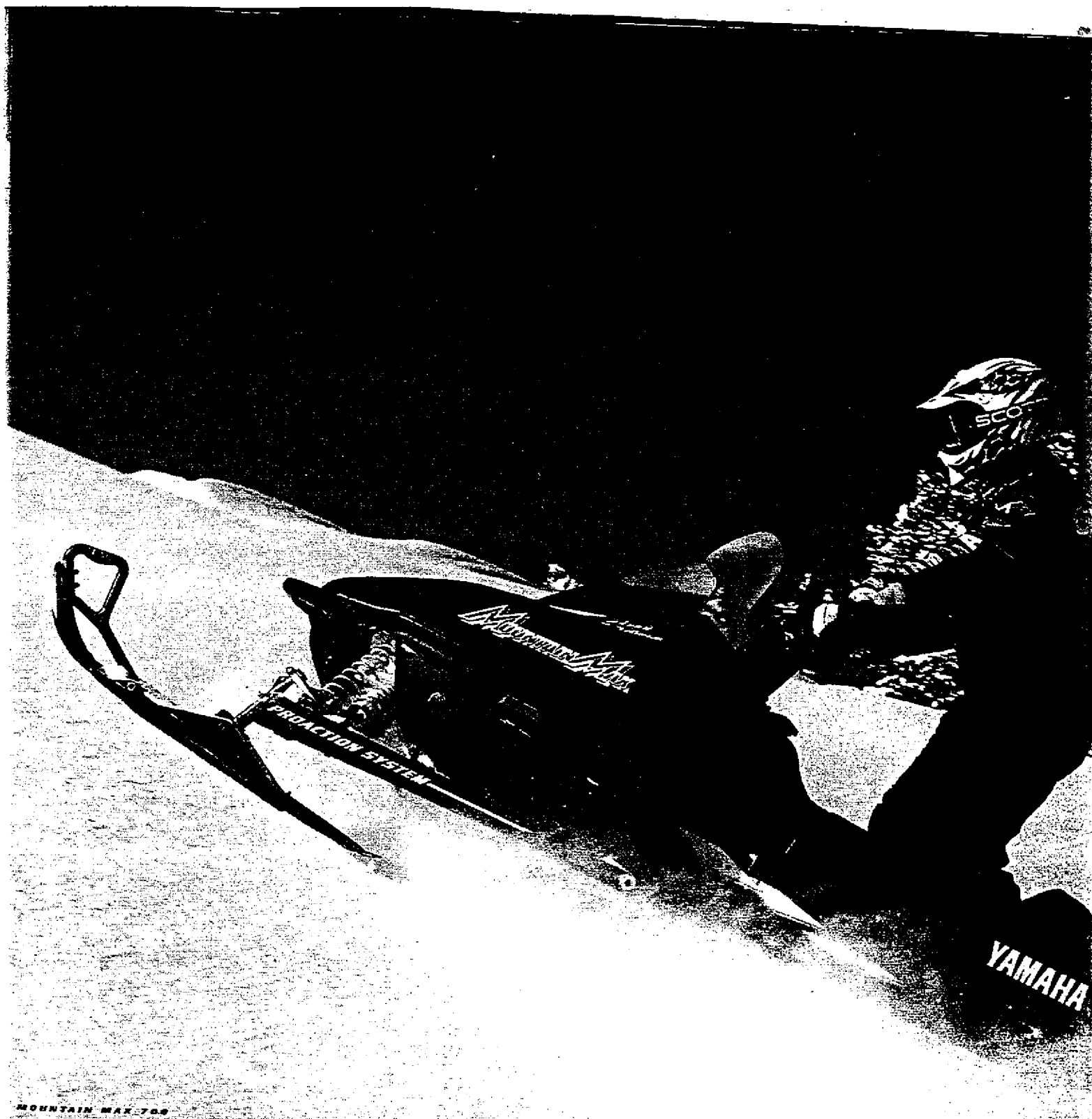
Want to be the one who gets highest on the hill? Then look no further than the Mountain Max's all-new Deep Snow Special 141, the longest track in its class. Two-inch lugs and a new lug pattern round out the track for serious mountain drivers.



When it comes to duking it out for king of the hill bragging rights, more climbers will look no further than the Mountain Max. The unbeatable combination of light weight, broad triple-cylinder power and incomparable traction make the Max second to none in deep-snow conditions. Here's the Mountain Max 700 winning Improved Stock at the Jackson Hole Hillclimb.

Professional driver depicted on a closed course.





MOUNTAIN MAX 700



MOUNTAIN MAX 700/800

PHAZER MOUNTAIN LITE

The philosophy behind mountain riding is a pretty simple one, really. He who gets highest on the hill wins. Which is why when it comes to setting the high-mark and earning King-of-the-hill bragging rights, serious mountain drivers turn to the all-new Mountain Max 700 or 800°. And this year the 800 has picked up a third cylinder, so now it joins its 700 sibling with a broader powerband and better throttle response than what the competition's twins have to offer. Now drop all that muscle into the legendary ProAction System chassis, with its rigid aluminum frame that provides unmatched deep snow and side-hilling maneuverability, and you're looking at a mountain advantage second to none. Even better news is that all that high-marking power is now hooked up to the new Deep Snow Special 141" track with 2" lugs for superior traction and unbeatable deep-snow flotation. Also new are key mountain features like higher handlebars complete with mountain strap providing increased leverage, and flatter footrests and increased running board traction allowing for freer driver movement when side-hilling or climbing. • The Phazer Mountain Lite® has been completely retooled with the super-stiff ProAction System chassis, long-travel ProAction Plus® rear suspension and a 136" track with 1.5" lugs. Nowhere on the mountain will you find a lighter, more agile mountain sled, and with its potent, dependable fan-cooled 500cc twin and deliciously low price, you'll be hard-pressed to find a more powerful value, either. • The Mountain Max 700, 800 and Phazer Mountain Lite. Three high-performance sleds that prove there ain't no mountain high enough.

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Professional driver depicted on a closed course.



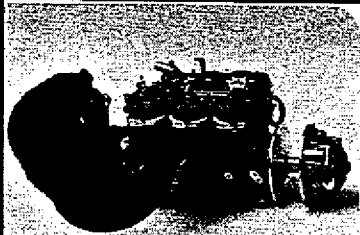


**exclusive features
competitive advantages**

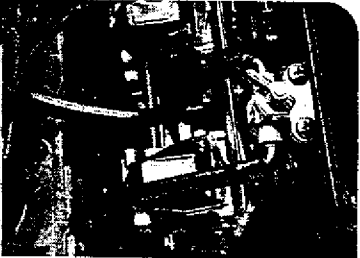
MOUNTAIN MAX 700/600

PHAZER MOUNTAIN LITE

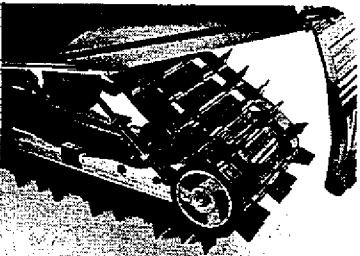
High-mark bragging rights are but a burst of throttle away with the new Mountain Max 700 and 600. • Super-light-weight liquid-cooled, single-pipe triple-cylinder mill (new for the 600!) delivers superior power-to-weight and throttle response for hill-climbing and deep snow performance. • 3-1 powerplant also boasts a broader powerband and is, in some cases, lighter than comparable single-pipe twins. • Liquid-heated flat-slide carbs prevent carburetor jet icing to keep throttle response consistently crisp. • All-new extra-long 141" track with 2" lugs and a new pattern provides both superb hill-climbing and deep snow traction. • New rocker skis are light in weight, while narrow 38.6" ski stance offers exceptional maneuverability and side-hilling traction. • Easy-Adjust rear suspension settings and a two-position bracket for driver fine-tuning and greater chassis clearance in deep snow conditions. • The all-new Phazer Mountain Lite is the best hill-climbing value on the mountain, featuring a high-output, fan-cooled 500cc twin delivering strong, dependable power to a new 136" x 1.5" track. • All three models feature Yamaha's exclusive, lightweight ProAction System chassis with up to twice the torsional rigidity of competitive models, making it exceptionally responsive to driver input and thus superior for both climbing and side-hilling. • Industry-leading ProAction Plus rear suspension features 11.5" of usable travel. • All-new high handlebars with mountain strap, floorboard grips, and flatter front footrests allow for increased leverage and driver movement. • The industry's only 3-year warranty (700/600).



The smooth, seamless power cranked out by the 700's triple-cylinder, single-pipe engine seen here can now be found in 600cc size, too, as we've dropped our legendary lightweight powerplant into the MM 600 for 2000. Broader powerbands, instant throttle response, superior fuel economy and durability — all the right tools to make sure you're the first one up the mountain.



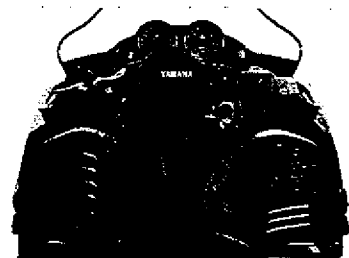
It shouldn't surprise you that we're the only ones with liquid-heated carburetors; Yamaha is famous for its revolutionary engineering. Just twist the on/off switch and any of the carburetor jet problems inherent in deep-snow riding are left with the other guys (700/600).



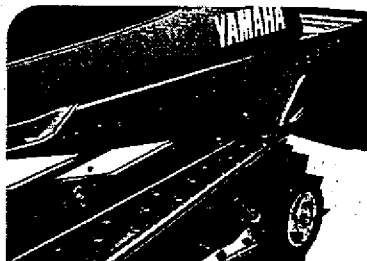
The Bigfoot of mountain tracks: 141" long with 2" lugs with a new pattern, the Mountain Max's all-new Deep Snow Special track will have you setting high marks your friends can only gaze at. No other sled floats you higher over powder.



Got powder? The Max lives for deep snow, and with its gradual track approach angle, monster tread and long-travel rear end, this machine floats like a butterfly above the fluffy stuff. Note also the new tapered tunnel and anti-skid bumper cover for added rider foot positioning and greater leverage for climbing.



Greater rider movement and leverage for hill-climbing and side-hilling come courtesy of Max's flatter footrests, higher handlebars and new mountain bar strap. The cockpit is all business, with big, easy-to-read SRX-style instruments and electronic fuel gauge.



Anti-skid devices have been added to the footrest area, tunnel roll and rear bumper cover to provide optimal side-hilling and hill-climbing performance on Mountain Max models.



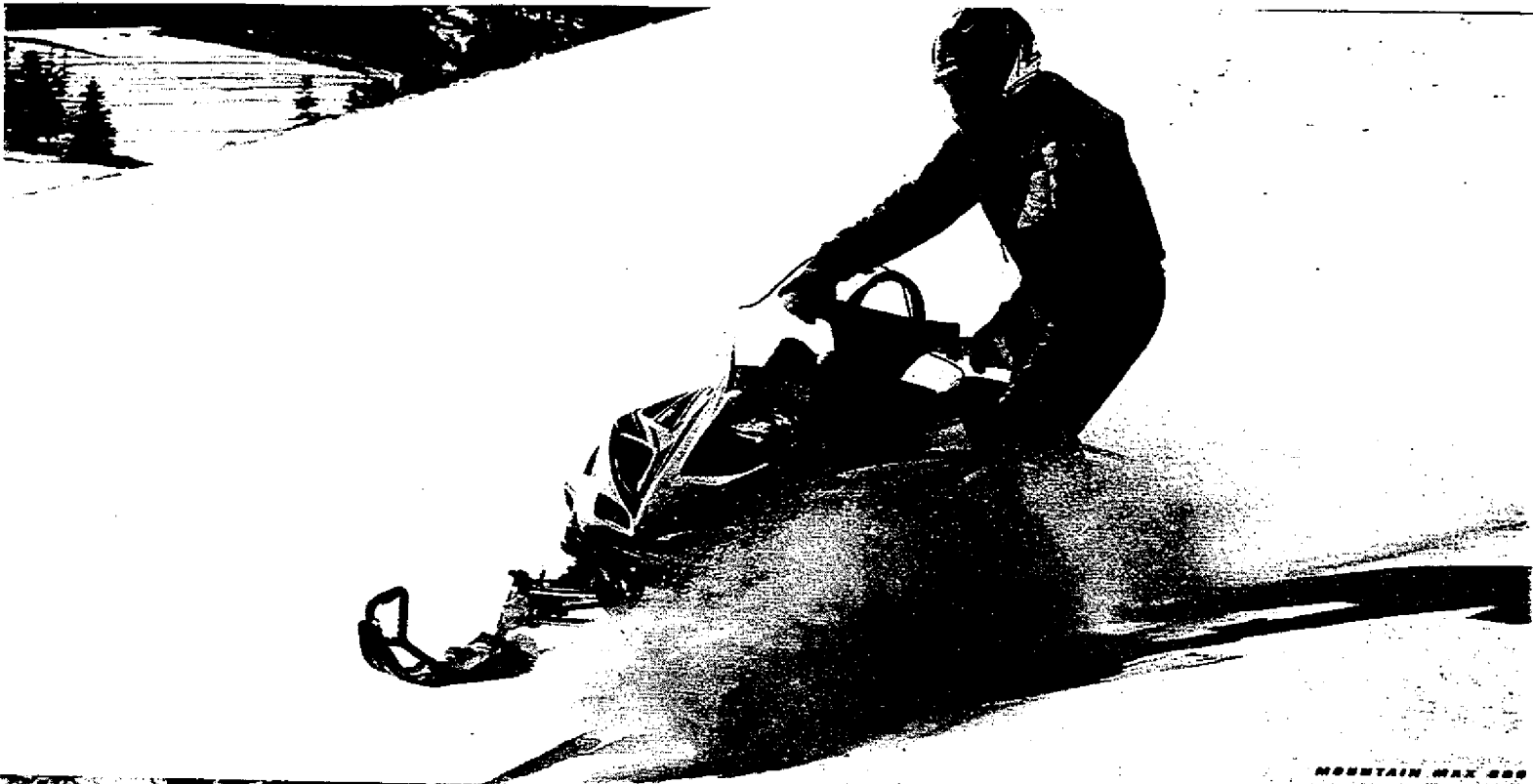
MOUNTAIN MAX 700



MOUNTAIN MAX 600



PHAZER MOUNTAIN LITE



MOUNTAIN MAX 500



PHAZER MOUNTAIN LITE

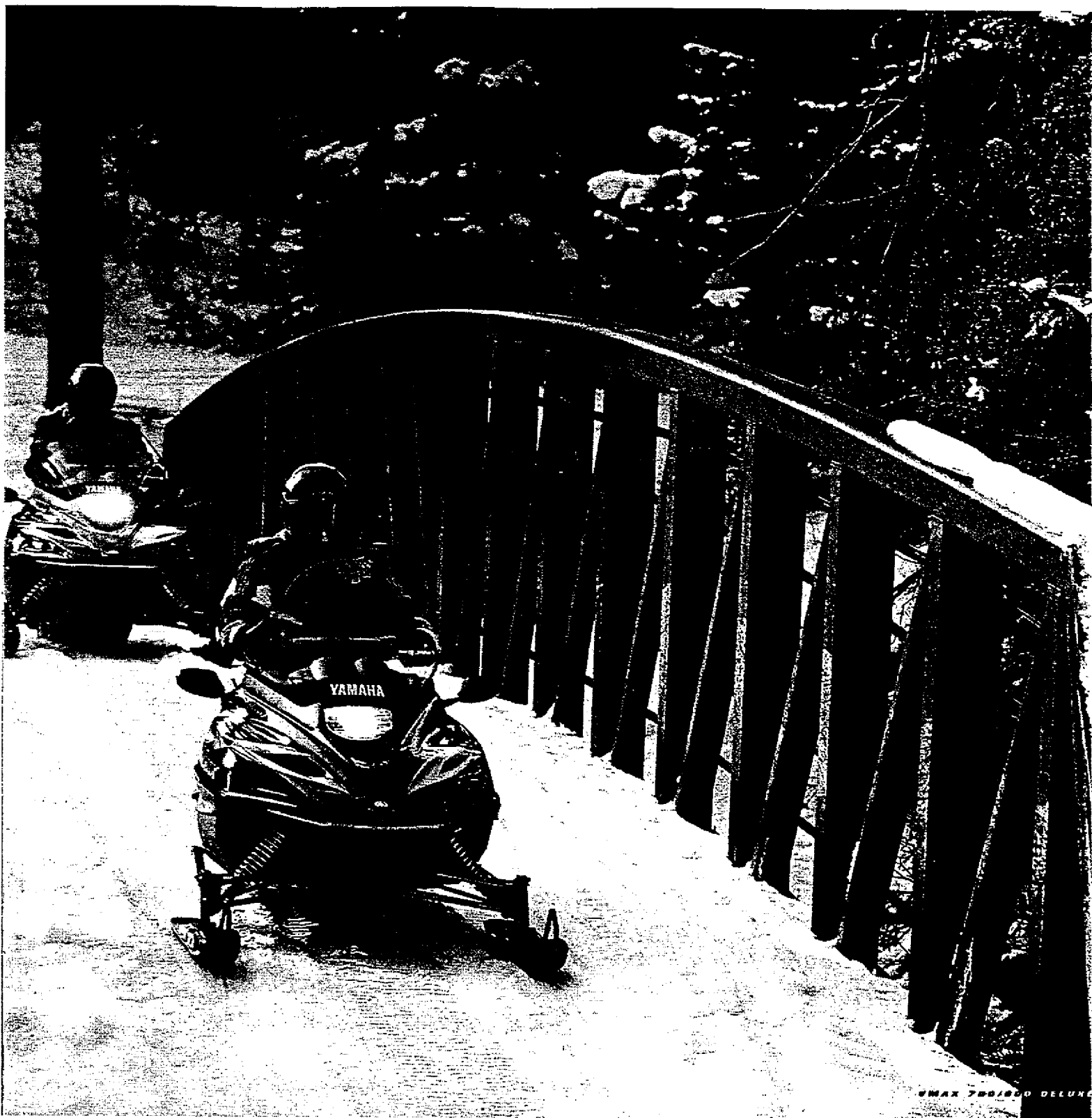


VMAX 700/600/500 DELUXE

Maximum luxury and aggressive performance might sound like mutually exclusive terms, but in the case of our Vmax Deluxe® series, it's more like a perfectly compatible coupling of comfort and trail-riding capability. So perfect, in fact, that SnowTech Magazine praised the Deluxe line as having "raised the bar in the Trail Comfort class."* With the Vmax Deluxe, serious long-distance trail drivers get the same level of unparalleled performance and handling found on our high-performance models balanced with convenience features like electric start, reverse and dual rearview mirrors. • And now this year, there's an all-new tall windshield, Easy-Adjust rear suspension and an adjustable brake lever (700/600) adding further refinement to a lineup SnowTech went on to dub "the ultimate in terms of reliability and comfort."* • Choose from a trio of outstanding liquid-cooled sleds, be it the ultra-smooth triple-cylinder Vmax 700 or 600 Deluxe, or the stingy fuel-sipping efficiency of the Vmax 500 Deluxe twin, all equipped with industry-leading long-travel (11.5") ProAction Plus rear suspension and the toastiest hand-warming system in snowmobiling. The Vmax 700, 600 and 500 Deluxe. The ultimate blend of long-distance luxury and trail performance.

*December '89





YAMAHA XMAX 700 DELUNE



VMAX 600 DELUXE



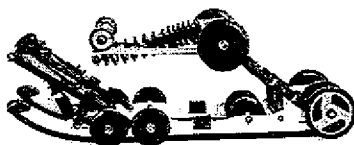
exclusive features
competitive advantages

VMAX/PLK 700/500/600 DELUXE

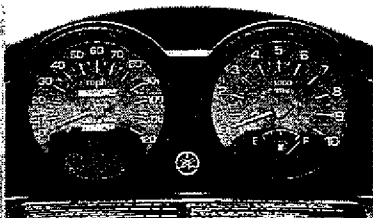
Trail riding at its most luxurious comes courtesy of the Vmax Deluxe series with its combination of industry-leading comfort and handling. • Featherweight triple-cylinder, single-pipe engines (700/600) boast extraordinary liquid-cooled performance, and deliver not only broader powerbands, greater fuel efficiency and smoother operation than competitive twins, but lighter weight in most cases as well. • The Vmax 500 Deluxe produces a potent power-to-weight ratio with its high-output 494cc twin mill. • All-new single-point, Easy-Adjust rear suspension allows driver to calibrate both shock damping and spring rates to trail conditions and/or individual driving style. • Independent front suspension features 9" of travel, while ProAction Plus rear suspension provides a plush, industry-leading 11.5" of usable travel for an incomparably comfortable ride. • Brand-new high-profile 0.92" track offers exceptional traction for agile handling. • Exclusive liquid-heated flat-slide carburetors eliminate carburetor jet icing in super-cold or powdery conditions, and offer better performance than round-slide carbs found on competitive models. • Yamaha-exclusive ProAction System chassis features up to twice the torsional rigidity of comparable models for outstanding comfort and confidence out on the trail. • Separate mechanical parking brake. • Class-leading fuel and oil capacities mean longer range. • Electric start, reverse, dual mirrors, an all-new high windshield, and the industry's best hand and thumb warmers make every outing a deluxe affair. • The industry's only 3-year warranty.



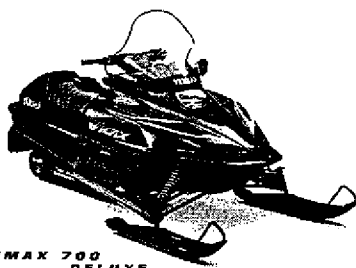
Hard to believe this triple-cylinder powerplant weighs in less than most of the competition's twins. It boasts a better power delivery, too, cranking out exceptionally smooth, broadband muscle across the rev range along with penny-pinching fuel economy (700/600).



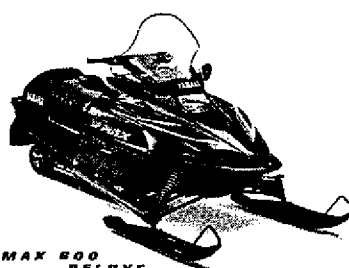
Trail luxury at its finest. Super-plush for the straights and super-planted for when things get twisty, the Vmax Deluxe's ProAction Plus-equipped rear end, with 11.5" of usable travel and an all-new 0.92" track, delivers unmatched comfort and handling over a variety of terrain.



Big, SRX-style dials provide instant speed and rpm readouts while cruising at speed. An electronic fuel gauge, as well as high beam, oil and temperature indicator lights, conveniently keep the rider aware of the machine's performance levels.



VMAX 700
DELUXE



VMAX 600
DELUXE



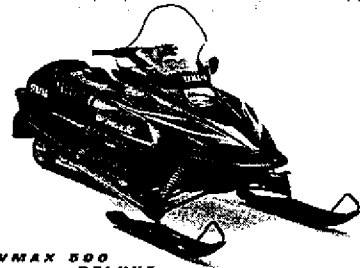
Simply pull and lock. The Vmax Deluxe's super-handly, smooth-shifting reverse gear is the ultimate convenience feature.



The Deluxe gets a new design tall windshield this year, adding further wind and weather protection to the already incomparably comfy cockpit.



Long-distance operator: Take trail luxury to all-new length with the Vmax's class-leading 12-gallon fuel tank.



VMAX 500
DELUXE

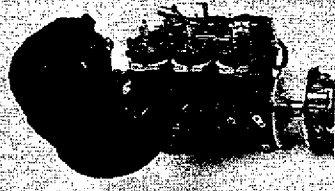




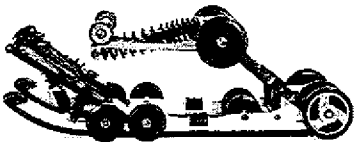
exclusive features
competitive advantages

YAMAHA 700/600/500 DELUXE

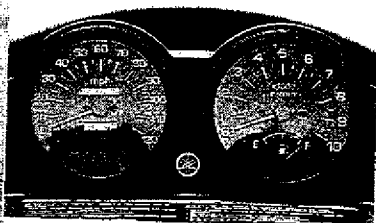
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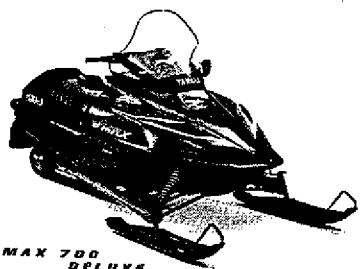
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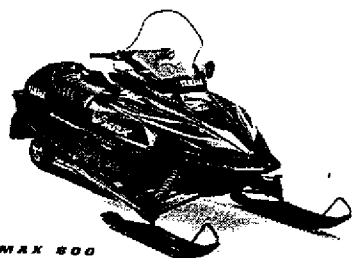
Trail luxury at its finest. Super-plush for the straights and super-planned for when things get twisty, the Vmax Deluxe's ProAction Plus-sprung rear end, with 11.5" of usable travel and an all-new 0.92" track, delivers unmatched comfort and handling over a variety of terrain.



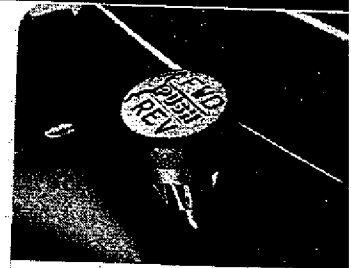
Big, SRX-style dials provide instant speed and rpm readouts while cruising at speed. An electronic fuel gauge, as well as high beam, oil and temperature indicator lights, conveniently keep the rider aware of the machine's performance levels.



VMAX 700
DELUXE



VMAX 600



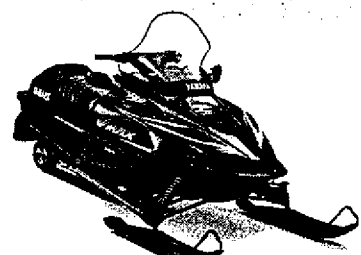
Simply pull and lock. The Vmax Deluxe's super-handly, smooth-shifting reverse gear is the ultimate convenience feature.

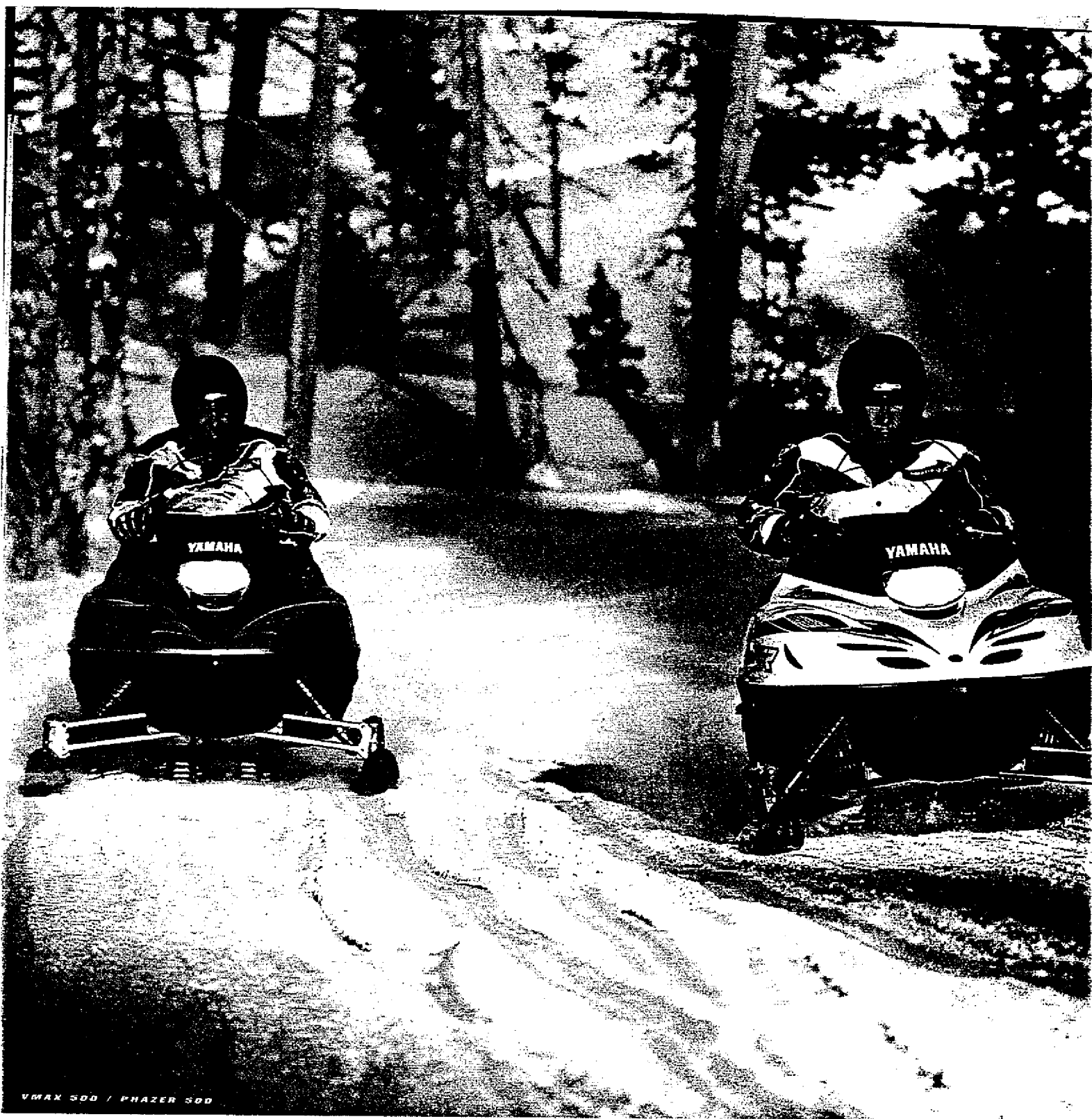


The Deluxe gets a new-design tall windshield this year, adding further wind and weather protection to the already incomparably comfy cockpit.



Long-distance operator: Take trail luxury to all-new lengths with the Vmax's class-leading 12-gallon fuel tank.





VMAX 500 / PHAZER 500

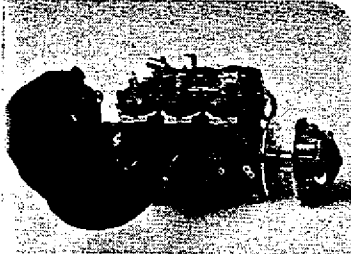


VMAX 700/500 PHAZER 500

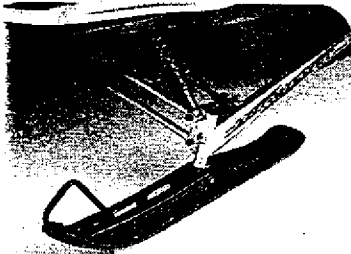
"**T**he Vmax series provides the finest trail riding snowmobiles available," raved SnowTech Magazine*, and whether it's the Vmax 700, 500** or Phazer 500*, the incomparable ride quality and handling all starts with Yamaha's exclusive ProAction System chassis. Quite simply, it's the best ride on snow, delivering up to twice the torsional rigidity of competitive designs and responsive, predictable handling in both casual and aggressive riding situations. And that means greater driver confidence out on the trail, which translates to big fun for you. Now couple this chassis to another Yamaha exclusive, the industry-leading ProAction Plus rear suspension — which this year gets single-point, Easy-Adjust tuning capability — with 11.5" of usable travel, and tortuous trails get dealt with swiftly and in exceptional comfort. • Just how swiftly, of course, depends upon which powerplant you opt for. There are the liquid-cooled 700 triple and 500 twin, or you can try the fan-cooled Phazer 500 twin, a machine that SnowGoer Magazine not only called "an absolute blast, and the best fan-cooled sled we've ever ridden," but also "the best value in its class."***

• The industry's top chassis design. Proven engine performance. Light, responsive steering. Class-leading value. Put these all together and what you've got are the trail-taming sleds known as Vmax 700, 500 and Phazer 500.

*Oct./Nov. '82 **August '82



With its triple-cylinder, single-pipe design, the Vmax 700 powerplant not only pumps out unbelievable torque and throttle response, but also tips the scales as the lightest three-pot engine in the industry. The high-flow, solo-pipe setup also keeps the pounds down while boosting handling quality.



The Vmax's advanced independent front suspension is set up to take on the meanest trails, with 9° of travel and long, lightweight trailing arms that virtually eliminate bump steer by keeping spindle angle change to a minimum. The 42.1" ski stance also optimizes handling and performance.



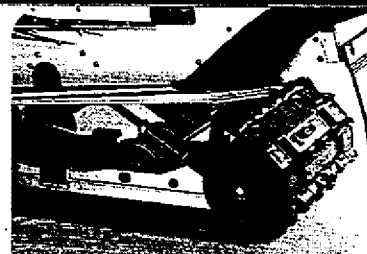
Sleek peek. The Vmax presents an impressive profile with its 11.5" of rear suspension travel, cozy cockpit and large, plush seat. The 700 also gets our industry-exclusive adjustable brake lever for 2000.



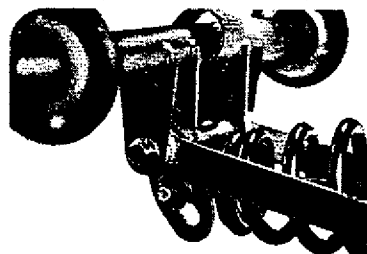
VMAX 700



VMAX 500



Like its SX^R and Deluxe siblings, the Vmax gets an improved traction injection with an all-new 0.92" track, thus ensuring better handling and faster acceleration.



Single-point, Easy-Adjust rear suspension settings are also new for 2000, allowing one to dial in damping and spring rates to riding conditions and/or rider size and style.



Class-leading fuel capacity (12 gallons!) lets you put more miles on the clock — and more smiles on your face — between fill-ups.



PHAZER 500

exclusive features competitive advantages

VMAX 700/500 PHAZER 500

The Vmax series and Phazer offer maximum value and comfortable, reliable performance for both the overnight traveler and aggressive trail rider. • The 700 boasts the industry's lightest three-cylinder engine that churns out exceptional liquid-cooled, single-pipe performance and weighs in less than most comparable twin-engine rivals.

• Twin-cylinder power bursts forth from both the liquid-cooled 500 Vmax and fan-cooled Phazer, producing superior power-to-weight performance, excellent low- and mid-range pull, and incomparable bang-for-the-buck value. • Liquid-heated flat-slide carburetors (Vmax 700/500) prevent carburetor jet icing in extra-cold conditions, as well as crisper throttle response and superior fuel economy than competitive models' round-slide mixers. • Industry-leading comfort and predictable handling come courtesy of Yamaha's exclusive, ultra-rigid ProAction System chassis.

• All-new single-point, Easy-Adjust rear suspension with an unmatched 11.5" of travel adds versatility to an already super-plush ride. • Single-finger hydraulic disc brakes (with new adjustable lever on the 700) are the industry's finest, delivering smooth, progressive stopping power. • Class-leading fuel and oil capacities put more time between stops. • High-profile 0.92" track (Vmax 700/500) greatly enhances traction and handling in a variety of snow conditions. • Rheostat-controlled hand and thumb warmers that are the best in the business (Vmax 700/500). • Separate mechanical parking brake not found on competitive models. • The industry's only 3-year warranty (Vmax 700/500).







VENTURE 700/600/500/XL

The Venture™. This long-distance series, whose flagship Venture 700 has been hailed by magazine experts as the industry's ultimate two-up touring sled, is all about two things: convenience and comfort. Because when you're clicking off the miles, you want these outings to be as hassle-free and relaxed — in other words, fun — as possible, whether your trip-meter reads 10 miles or 150 at the end of the day. And with the Venture 700, 600, 500 and XL, two-up touring doesn't get any better. Engineered around Yamaha's exclusive ProAction System chassis and ultra-plush, long-travel (11.5") ProAction Plus rear suspension, the Venture delivers industry-leading comfort and handling made all the more versatile with single-point, Easy-Adjust damping and spring settings (new to the 500 and XL this year). Throw in the long 136" track, and you can see that the Ventures have what it takes to provide long-distance comfort. • But this is just a sampling of the standard features found on this deluxe sled. There's also electric start, reverse, dual mirrors, a new tall windshield, snowmobiling's best hand-warming system with rheostat, complete with heated, wind-screened passenger grips (700/600), and an adjustable, multi-position passenger backrest. • And, of course, all the Ventures pack the power, punch and economy you've come to expect from a premium Yamaha sled, from the liquid-cooled 700 and 600 triples and 500 twin to the fan-cooled XL two-cylinder set-up. Thinking of sneaking off this winter in unbeatable comfort and style? Then slide aboard a Venture. You won't find a more luxurious long-distance carrier.







VENTURE 500 / VENTURE XL

YAMAHA VENTURE

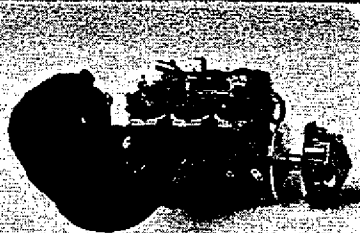


**exclusive features
competitive advantages**

VENTURE 700/600/500/XL

Two-up touring doesn't get any cushier than aboard Yamaha's Venture series of long-haul sleds featuring the exclusive, ultra-rigid ProAction System chassis and the perfect balance of comfort, convenience and performance.

- Advanced independent suspension with 9" of travel and ProAction Plus rear suspension with 11.5" of travel deliver exceptionally predictable handling and a super-plush, industry-leading ride.
- Easy-Adjust rear suspension (all-new on the 500 and XL) lets driver fine-tune both damping and spring rates for solo or two-up situations as well as various riding conditions.
- Lightweight triple-cylinder powerplants (700/600) deliver smooth, effortless, liquid-cooled might across the rev range with superior fuel economy than competitive twins, while the liquid-cooled 500 and fan-cooled XL twins offer class-leading power and unmatched bang-for-the-buck value.
- Snowmobiling's best hydraulic disc brake boasts progressive, one-finger stopping power.
- Separate mechanical parking brake unlike comparable models.
- Long 136" track lays a huge footprint for extra-comfortable touring.
- Spacious, cushy two-up seat with ample storage capacity and Easy-Adjust backrest (700/600) let you click off the miles in unsurpassed luxury.
- All-new tall windshield for added protection.
- Industry-best adjustable hand and thumb warmers and heated passenger grips with windscreens (700/600) keep the digits toasty.
- Class-leading fuel capacity (12 gallons!) and electric gauges.
- Industry's only 3-year warranty (700/600/500).



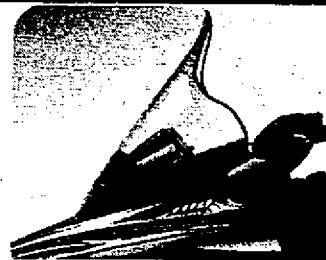
Smooth, tractable power flows seamlessly from the Venture's triple, with ample comph on top for those times you choose to play a little harder. Fuel economy and durability are superior to competitive twin-cylinder engines as well (700/600).



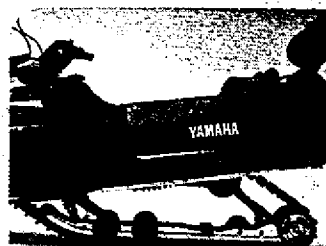
What would a deluxe touring sled be without electric start? Ordinary. And that's something that's never been said about the Venture.



Another convenience feature found on the Venture is its easy-shifting reverse gear that'll help back you out of any situation.



Cockpit comfort gets an added boost this year with an all-new windshield design wrapping the driver in virtual wind-free luxury. Fully adjustable dual rearview mirrors and a new-for-2000 adjustable brake lever (700/600) a but two of the Venture's extra-convenient touring features.



With 11.5" of rear suspension travel, a lengthy 136" track and Easy-Adjust damping and spring rate capability, the Venture puts down a plush, substantial footprint, just as premium luxury touring sled should. Long-range comfort: ease of use is what this machine is all about, from the sumptuous two-up seat and large passenger footrests to the adjustable backrest and heated handgrips.



With a quick flick of a lever, the Venture's Easy-Adjust backrest (700/600) slides and swivels into whatever position makes your riding partner most comfortable. And if you're out riding solo, the backrest can also be moved all the way forward to provide extra support for the driver.



VENTURE 700



VENTURE 600



VENTURE 500

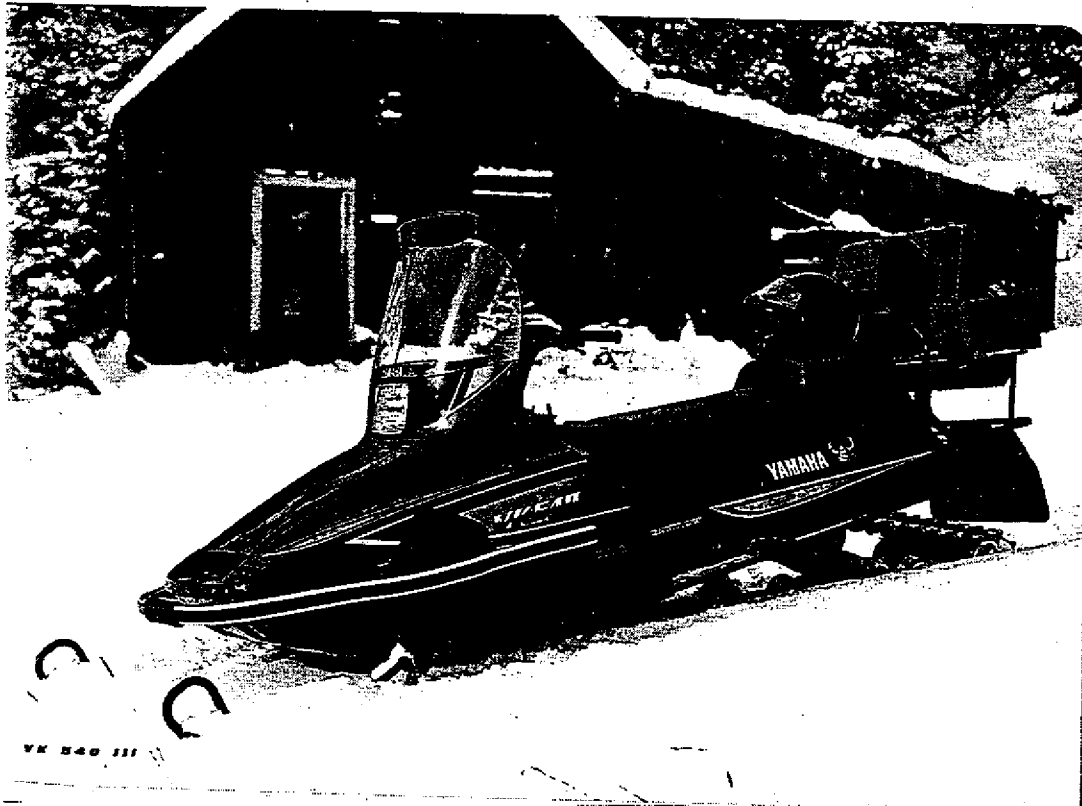


VENTURE XL

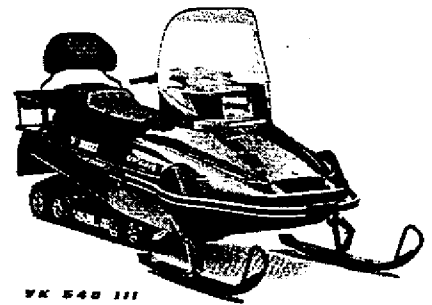


VK 540 III BRAVO II

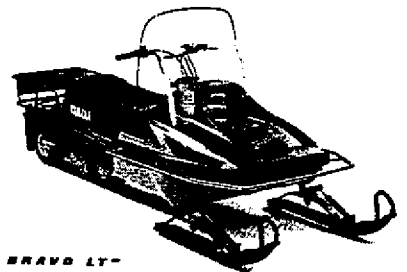
It might not be as, well, glamorous as some of our high-performance-oriented sleds, but the workhorse in the family — the VK 540 III™ — is no less capable when it comes to delivering reliability, dependability and exceptional ride quality. It's the draft horse of snowmobiles, equipped with the longest track in the industry at 156", by 20" wide. No other sled leaves a bigger footprint for working in the deepest snow conditions and hauling a load. Why else would it be the work/maintenance sled of choice for ski areas throughout North America. Now add to this Yamaha's plush (11.5" of travel) ProAction Plus rear suspension system, and an all-new passenger backrest, and what you have is also one of the smoothest-performing rides on the way to work. And functional, too, with its hi/lo range transmission with reverse, spacious cargo rack, huge underseat storage compartment and heavy-duty hitch. • Looking to get a job well done? Then climb aboard the VK 540 III.



VK 540 III



VK 540 III



BRAVO II™

**apparel &
accessories**





APPAREL

You already ride the best snowmobile in the business. So it's only natural that you'd want the most stylish and performance-oriented clothing on the market. And that's why you look no further than Yamaha riding apparel to keep you warm, comfortable and protected. Each piece of Yamaha clothing is available color-matched to your chosen sled or in Yamaha Factory Racing trim. • Whether it's our top-of-the-line leather outerwear, all-new, highly reflective Illuminite satin jackets and bibs, or premium Sno-Force™ helmets, every piece of Yamaha snowmobile apparel is built to perform and built to last. Our gear is also packed with features and top-grade components that set it apart from the competition. Like drum-dyed, competition-weight cowhide with double stitching in our leather jacket and bib combo. Or nylon jackets and bibs boasting high-lustre Flight Satin and a Teflon-coated, 100% nylon outershell, with extra touches including brushed fleeces-lined collars and pockets, snap-down collars, and ample safety-minded reflective piping and logos. • Knit caps, neck warmers, gloves, boots, Polartec® fleece pullovers and pants, shellacclaves, jerseys, T-shirts. Head to toe, we've got everything you need to keep warm and toasty and looking good out on the trail. And that, of course, lets you focus on more important things. Like having fun. This is just a sampling of our collection. For the complete line of Yamaha apparel, see the 2000 model year Yamaha Apparel & Accessories Catalog.



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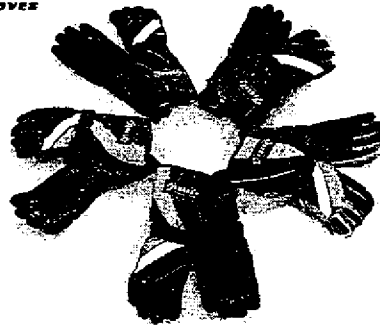
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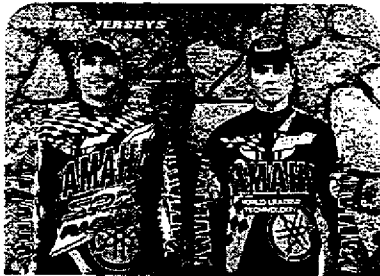
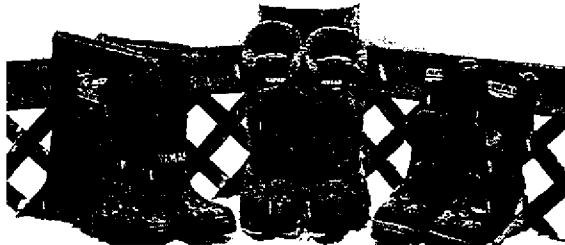
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GLOVES



BOOTS

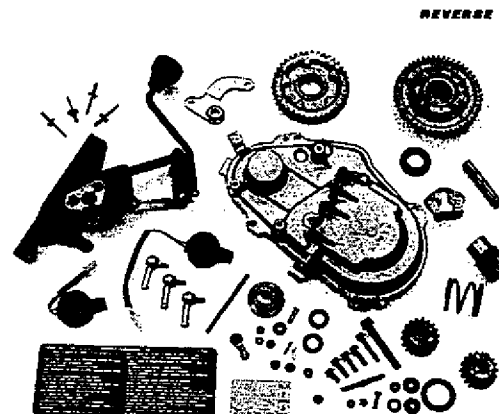
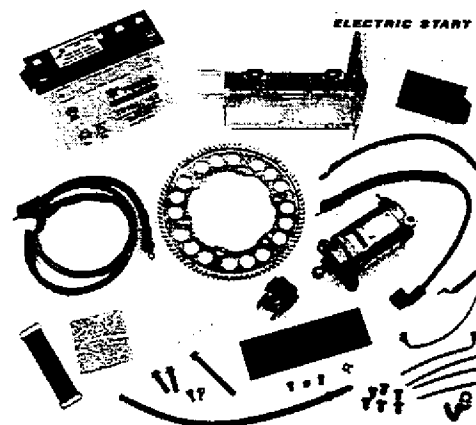
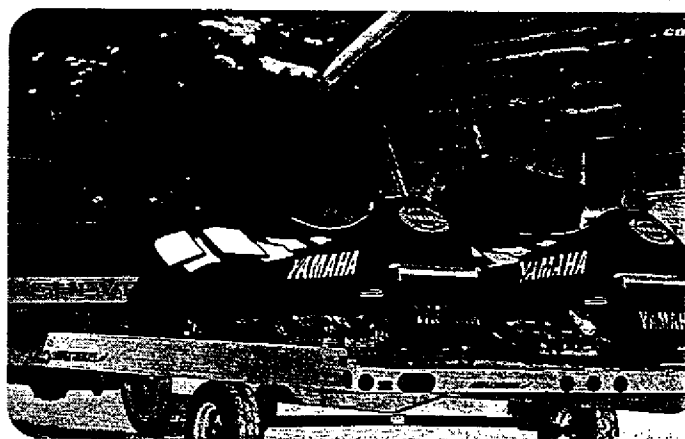




ACCESSORIES

Yamaha snowmobile owners won't settle for anything less than the best. They like standing out from — and staying ahead of — the rest of the crowd. Customizing your sled lets you take this idea even further, and nothing quite makes a personal statement like Yamaha accessories and performance components.

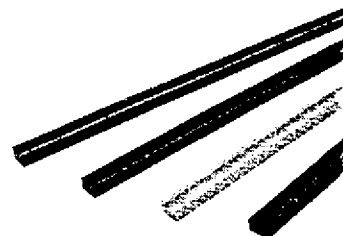
• Need some more color in your life? Our assortment of Genuine Yamaha Technology (GYT) plastic skis and suspension wheels should do the trick. Want a little extra protection from the wind and weather? We've got low, medium and tall windshields, with trim color-matched to all 2000 models, to keep the elements away. • If touring is on your to-do list, turn your sled into a long-distance pack horse with our collection of durable, water-resistant saddlebags, tank bags and rack bags. And if it's the performance envelope you're looking to push, our GYT and GYT-Racing parts bin is packed with tricky bits including high performance pipes, silencers and shocks. • Then, once you're done dialing in your ride just so, you'll want to spoil your pride and joy inside and out with our line of premium-quality Yamalube lubricants, cleaners and care products. • Genuine Yamaha snowmobile accessories. Go ahead. Dress for success. This is just a sampling of our collection. For the complete line of Yamaha accessories, see the 2000 model year Yamaha Apparel & Accessories Catalog.



GYT PLASTIC SKIS



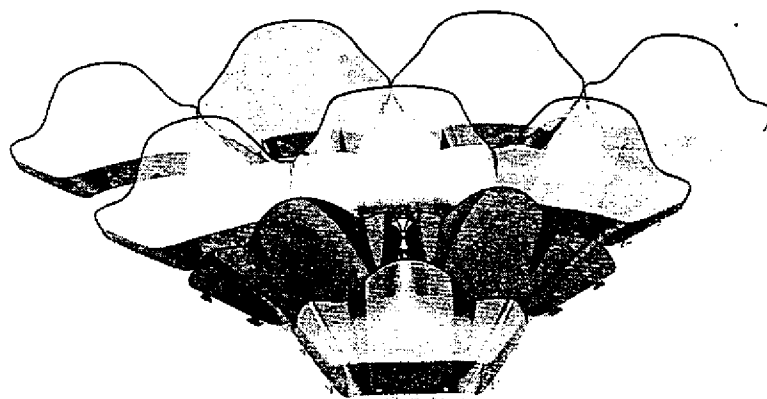
HYFAX



LUGGAGE



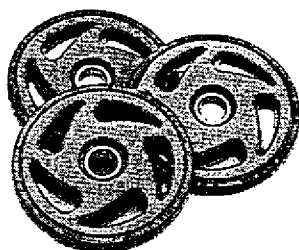
WINDSHIELDS



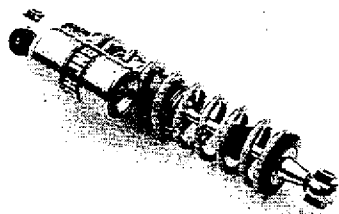
SKID PLATES



PLASTIC WHEELS



GYT OHLINS FRONT SHOCKS



YAMALUBE OILS & LUBES



HIGH PERFORMANCE PIPES AND MUFFLERS



[illegible]

TRAIL COMFORT			TOURING				WORK	
VECTURE 70	VECTURE 50	VECTURE 30	VECTURE 70	VECTURE 60	VECTURE 50	VECTURE 30	VECTURE 70	VECTURE 50
68	64	45	68	50	44	45	55	24
TRIPLE	TWIN	TWIN	TRIPLE	TRIPLE	TWIN	TWIN	TWIN	SINGLE
LIQUID	LIQUID	AXIAL FAN	LIQUID	LIQUID	LIQUID	AXIAL FAN	FAN	FAN
70 X 50.6	66 X 50	72 X 50.6	70 X 50.6	65 X 50.6	66 X 50	72 X 50.6	70 X 64	70 X 64
CASE REED VALVE	PISTON REED VALVE	PISTON REED VALVE	CASE REED VALVE	CASE REED VALVE	PISTON REED VALVE	PISTON REED VALVE	PISTON REED VALVE	PISTON PORT
MIKUNI TM35 X 3	MIKUNI TM35 X 2	MIKUNI EGR-32 X 2	MIKUNI TM35 X 3	MIKUNI TM35 X 3	MIKUNI TM35 X 2	MIKUNI EGR-32 X 2	MIKUNI EGR-34 X 1	KEHIN B032-28 X 1
DIGITAL C.D.I.	DIGITAL C.D.I.	C.D.I.	DIGITAL C.D.I.	DIGITAL C.D.I.	DIGITAL C.D.I.	C.D.I.	C.D.I.	C.D.I.
SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE	SINGLE PIPE
YVAC	YVAC	YVAC	YVAC, VARIABLE RATIO	YVAC, VARIABLE RATIO	YVAC, VARIABLE RATIO	YVAC, VARIABLE RATIO	YVAC, VARIABLE RATIO	YVAC
VARIABLE RATIO	VARIABLE RATIO	VARIABLE RATIO	REVERSE	REVERSE	REVERSE	REVERSE	HOLD RANGE & REVERSE	VARIABLE RATIO
HYDRAULIC VENTILATED DISC	HYDRAULIC VENTILATED DISC	HYDRAULIC DISC	HYDRAULIC VENTILATED DISC, ADJ. LEVER	HYDRAULIC VENTILATED DISC, ADJ. LEVER	HYDRAULIC VENTILATED DISC	HYDRAULIC DISC	MECHANICAL DISC	MECHANICAL DISC
INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	INDEPENDENT, TRAILING-ARM	TELESCOPIC STRUT	LEAF SPRING
HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDRAULIC	HYDRAULIC
9	9	9	9	9	9	9	6	3.0
STEEL, w/ 50 SHOCKS	STEEL, w/ 50 SHOCKS	STEEL	STEEL, w/ 50 SHOCKS	STEEL, w/ 50 SHOCKS	STEEL, w/ 50 SHOCKS	STEEL	STEEL	STEEL
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA	NA
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA	NA
PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	SLIDE RAIL
WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST	WEASADJUST
HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDR. w/ GAS CELL	HYDRAULIC
11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	4
475	472	465	509	508	507	506	642	395
108.7	108.7	108.7	118.9	118.9	118.9	118.9	122.8	115.9
47.2	47.2	47.2	47.2	47.2	47.2	47.2	44.5	37.4
48.4	48.4	48.4	52.4	52.4	51.2	52.4	53.1	44.1
15 X 121 X 0.92	15 X 121 X 0.92	15 X 121 X 0.75	15 X 136 X 0.75	15 X 136 X 0.75	15 X 136 X 0.75	15 X 136 X 0.75	20 X 158 X 1.0	15 X 136 X 0.55
42.1	42.1	42.1	42.1	42.1	42.1	42.1	37.8	35.5
12	12	12	12	12	12	12	8.2	6.4
3.2	3.2	3.5	3.2	3.2	3.2	3.5	2.6	1.9
OPTIONAL	OPTIONAL	OPTIONAL	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA
OPTIONAL	OPTIONAL	OPTIONAL	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA
STANDARD, ADJUSTABLE	STANDARD, ADJUSTABLE	STANDARD	STANDARD, ADJUSTABLE & PASSENGER	STANDARD, ADJUSTABLE & PASSENGER	STANDARD, ADJUSTABLE & PASSENGER	STANDARD, ADJUSTABLE & PASSENGER	STANDARD	OPTIONAL
MD	MD	MD	TALL	TALL	TALL	TALL	TALL	TALL
OPTIONAL	OPTIONAL	OPTIONAL	STANDARD	STANDARD	STANDARD	STANDARD	OPTIONAL	OPTIONAL
ONE	ONE	ONE	TWO	TWO	TWO	TWO	TWO	ONE
OPTIONAL w/ 2-UP SEAT KIT	OPTIONAL w/ 2-UP SEAT KIT	OPTIONAL w/ 2-UP SEAT KIT	STANDARD EASYADJUST	STANDARD EASYADJUST	STANDARD ADJUSTABLE	STANDARD ADJUSTABLE	STANDARD	NA
NA	NA	NA	NA	NA	OPTIONAL	OPTIONAL	STANDARD	STANDARD
NA	NA	NA	NA	NA	NA	NA	STANDARD	STANDARD
OPTIONAL	OPTIONAL	OPTIONAL	NA	NA	NA	NA	NA	NA
12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN	12V 60/55W HALOGEN
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA	NA
STANDARD	STANDARD	NA	STANDARD	STANDARD	STANDARD	NA	NA	NA
ELECTRIC	ELECTRIC	MECHANICAL	ELECTRIC	ELECTRIC	ELECTRIC	MECHANICAL	SIGHT TUBE	SIGHT TUBE
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD
LARGE DIAMETER	LARGE DIAMETER	STANDARD	LARGE DIAMETER	LARGE DIAMETER	LARGE DIAMETER	STANDARD	STANDARD	STANDARD
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA
STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	NA	NA
LARGE DIAMETER	LARGE DIAMETER	STANDARD	LARGE DIAMETER	LARGE DIAMETER	LARGE DIAMETER	STANDARD	STANDARD	STANDARD
METALLIC SILVER	METALLIC SILVER	SOLID WHITE	DARK METALLIC BLUE	DARK METALLIC BLUE	DARK METALLIC BLUE	DARK METALLIC BLUE	METALLIC GREEN	METALLIC PURPLISH BLUE



Snowmobiling is fun and exciting. But you must take certain precautions to help prevent injury to you or others. Be sure to read, understand and follow both warning labels on the machine and the operating and safety instructions in your owner's manual. Before you ride, always make sure your snowmobile is working properly. Wear an approved helmet and proper riding apparel. Ride within your capabilities, allowing extra time and distance for maneuvering and braking. Never ride alone, or in areas not approved for snowmobile use, and never drink and ride. Always ride in a responsible manner, respecting the environment as well as all state and local laws. Abuse of land, facilities and resources only leads to trail restrictions and closures.



With Yamaha Extended Service (YES), you get service protection for up to four years from the time you buy your new Yamaha snowmobile. With YES, you can count on factory-trained service technicians at Yamaha dealerships near and far, wherever Yamaha owners need answers, parts, accessories or service. Ask your dealer for all the YES details.



Yamaha would like to thank the Gallatin and Shoshone National Forests for their cooperation in the use of their land for the photography in this brochure.

Specifications subject to change without notice. 3-year warranty includes 1-year Limited Factory



ProAction System
ProAction System

Whether it's snowmobiles, ATVs, motorcycles, outboard motors, watercraft or generators, one fact always remains constant: Yamaha has always been the leader in offering the world's most advanced technology. At Yamaha, we've been building the industry's finest-engineered snowmobiles for more than 30 years. And now, some million-plus sleds later, we're still striving to bring you the most innovative and best-performing machinery in the world. Because we know there's only one place Yamaha owners want to be. Out front leading the pack. Which is why we design our sleds with revolutionary — and industry-exclusive — features like electronically controlled exhaust power valves. The standard-setting ProAction System chassis that rewrote the book on torsional rigidity. And liquid-heated carburetors to keep throttle response crisp and performance flawless in a variety of winter conditions. The list goes on. And so will Yamaha's quest to continue refining and perfecting our entire line-up of motorsports machinery. History has a way of repeating itself. And that's exactly how we like it.



YAMAHA



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Specifications subject to change without notice.

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ATVs with engine sizes of 90cc or greater are recommended for use only by those age 16 and older.

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